



The Alberta Motorist

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Mr. Gordon Johnston
Mr. Diamond City
Alberta

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May 31

New Scooter Training Program Launched by Motor Association

Edmonton Branch Takes First Step

Outcome of a report presented to the meeting of the Alberta Motor Association board of directors last February, a program designed to give scooter operators the same careful training that is available to motorists has been launched by the AMA.

First step has been taken by the Edmonton branch and it is expected that other branches will follow.

U.S. Patrols Go on Parade

With U.S. Vice President Hubert H. Humphrey personally taking the salute, some 22,000 boys and girls from 22 states and the District of Columbia marched down Washington's Constitution Avenue in the 30th National School Safety Patrol Parade this the counterpart of Canada's annual Ottawa School Patrol Jamboree.

As honorary grand marshall, the nation's second highest executive arrived at the main reviewing stand directly from a White House conference, and stayed nearly an hour, as bands, traffic safety floats, drill teams and slogans passed in procession in a mammoth tribute to the United States' more than 900,000 Safety Patrol members.

George M. Frauenheim, senior vice president, and George F. Kachlein, Jr., executive vice president, represented the American Automobile Association. The Patrol Parade is sponsored by the AAA in cooperation with police and schools.

Under threatening but rainless skies, the youngsters marched past a reviewing stand packed with national notables, including high Federal officials, members of Congress and the diplomatic corps. An estimated 65,000 spectators watched the colorful event.

Here is an excerpt from the report to directors which explains the situation:

"It is quite evident that the age of the power cycle, scooter, and similar vehicles is here to stay and a great deal of concern has been expressed by the public at large over the hazardous hit and miss method that has gone into the training of the teenagers who drive them.

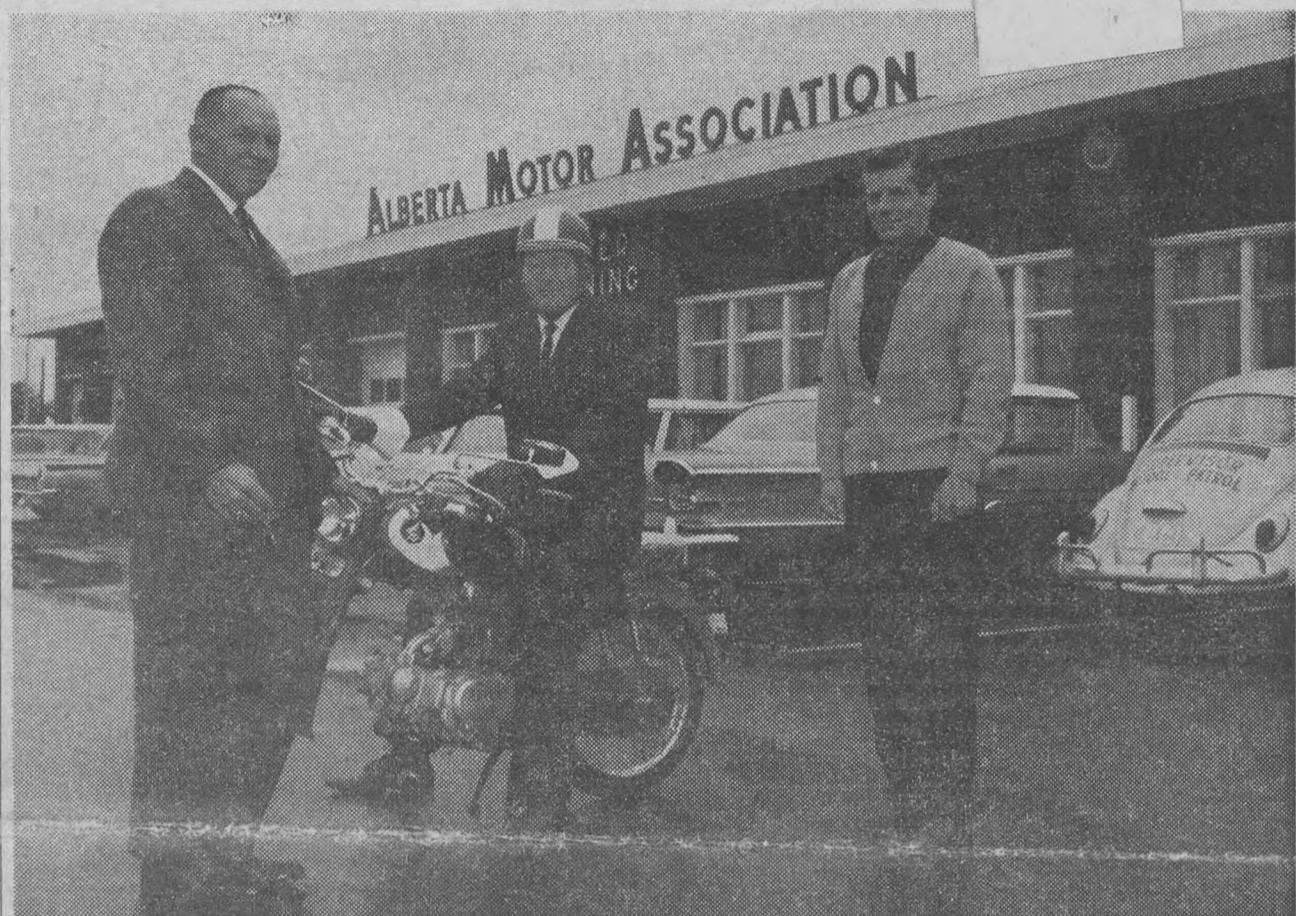
"Actually up until June 15, 1965, it was not legally possible for a beginner to learn to ride one of these vehicles on the streets or highways of Alberta.

"Now that legislation has been passed making it legal to teach a beginner who holds a learner's permit, it would appear logical that a training program similar to the one already in use for the training of car drivers be adopted by the AMA. To my knowledge, no such program presently exists in Canada."

The provincial board of directors immediately gave their full approval and support to the ideas presented in the report and took steps to have branches act upon it.

The first scooter training program was scheduled to start in Edmonton on June 6 under direction of Bert Anderson, a qualified cycle instructor in the Canadian army in other years.

For further information, interested persons are invited to telephone the Edmonton AMA office, at 477-1983 or 479-4241 and ask for the driver training department. Other branches will announce their plans in this field later.



Norm Green, of Alberta Cycle and Motor Co., of Edmonton, is seen above as he presented the first of a fleet of four Honda scooters to Mr. Graham, assistant manager of the Edmonton branch of the Alberta Motor Association, for use in the first scooter training program to be started in Alberta.

Patrol Jamboree at Ottawa Was Memorable Occasion

(Constable A. C. Eng of Calgary, who with his wife chaperoned the Alberta contingent of youthful AMA School Patrolmen to the mammoth annual Jamboree at Ottawa, wrote the following diary-account of the trip that was a memorable occasion for those who went on it.)

Excitement was the general rule for ten girls and boys from the

various points in Alberta who were sent to the National School Patrol Jamboree in Ottawa. Sponsors were the Alberta Motor Association and the Canadian Automobile Association, who sent the boys and girls as reward for their outstanding contributions to the school patrol system.

Throughout Wednesday, May 18, the patrolmen, Janine Zwicky, Edmonton; Shauna Blaxall, Lethbridge; Marie Gordon, Medicine Hat; Eleanor Morey, Calgary; Doris First Ryder, Cardston; Donna Daley, Camrose; Ken Rutherford, Three Hills; Cameron Ellik, Brooks; Tom Skinner, Red Deer, and Sid Pallister, Lacombe, were arriving and gathering at the Crossroads Motor Hotel in Calgary. At 6:00 p.m. a banquet was held in their honor where they were addressed by Sam Parkinson, Vice-President of the A.M.A. and George MacDonald, provincial executive vice-president. Following the banquet they were taken to the Glenbow Museum which they found extremely fascinating, and then early to bed.

With the anticipation of the coming trip, sleep didn't come easy. Most of them were up, dressed, and out on the lot taking pictures by 5:00 a.m. Thursday. All were aboard Air Canada Flight 808 at

9:00 a.m. and very shortly thereafter at 33,000 feet they were smoothly winging their way East at something over 500 miles per hour. At 5:35 p.m. they arrived in Ottawa after an hour's stopover in Toronto.

A delegation met the group and they were whisked away by bus to the Butler Motor Hotel which had been completely taken over by the school patrols, and was their headquarters for the next two days. A hot chicken supper awaited them and the rest of the evening was spent getting settled in.

Early Friday morning, after a good breakfast, all climbed aboard a bus together with the B.C. and Saskatchewan groups for a tour of the City of Ottawa. First stop was the Canadian Mint. All cameras were left in the bus and they wound their way through the mint observing how Canadian coins were made. Various members of the mint staff gave short lectures on what was being done and at the exit each member was given a freshly minted penny together with a pamphlet describing briefly the history of the mint.

Next stop was the national Victoria Memorial Museum. Three floors and an innumerable variety

Continued on Page Two

AMA Geared to Provide Service In Connection With EXPO 67

The Alberta Motor Association is actively promoting EXPO 67 through the sale of passports to its members at a cost considerably reduced from that to be charged at the gates.

It is just one of the 8 Constituent Clubs of the Canadian Automobile Association to provide this special service to their members. Now that the reality of this event is just one year away, the AMA is starting a special campaign to interest its members in this important and historic event.

It has already been estimated

that the majority of visitors to Montreal and EXPO 67 will arrive by car. Because of special promotion by CAA and its Affiliates, a large representation from the 10 million members of the CAA and the American Automobile Association in the United States is expected.

The Canadian Automobile Association and the Royal Automobile Club of Canada in Montreal are the official agents for the advance sale of EXPO passports to all Affiliated Motor Clubs throughout the world. This includes 57 offices in Canada, 850 offices in the United States and

offices numbering in the thousands throughout the world.

This, of course, will not be the only service offered by the AMA and other CAA affiliates across Canada. All are co-operating with the RAC in Montreal to provide special "on-the-spot" services.

In preparing for the expected influx of some 450,000 affiliated club members to Montreal to visit EXPO 67, the RAC has plans to increase its accommodation services, to provide train counsellors and to alert road service outlets of the necessity of providing especially good service to visitors.

President's Message



DR. JAMES A. LAMPARD

On May 17 I again had the pleasure of heading a delegation to meet with the members of the Provincial Cabinet. I came away from this meeting with a feeling that the government in this province is truly interested in the welfare of the motorist. The meeting took the form of presentations and discussions in which many of our problems were discussed openly and constructively.

We presented ten resolutions to the Cabinet members and I would like to highlight some of these.

Motor Vehicle Inspection — We asked the Government to introduce a compulsory motor vehicle inspection programme in the Province of Alberta. At present it is their intention to institute two mobile inspection units but this will be only on a voluntary basis and it is the opinion of your Association that in order to be of any value, motor vehicle inspection must be compulsory.

Drinking Driver — This, of course, is of great concern to your Association and we have asked the Government to review the various methods of establishing impairment with a view of determining the advisability of adopting a proven test. This, of course, pertains to the establishing of a maximum permissible alcohol content in the blood. We hope that the legislature will ultimately enact legislation that will make it an offence to drive with a blood alcohol content beyond the established amount.

High School Driver Education — This programme is now on its way but we do feel that in order for it to be instituted in all schools and also to have proper government control the Provincial Government must provide some financial aid to assist school boards in setting up such programmes. We provided the government with four suggested means of doing this and they are:

1. Payment from the General revenue fund.

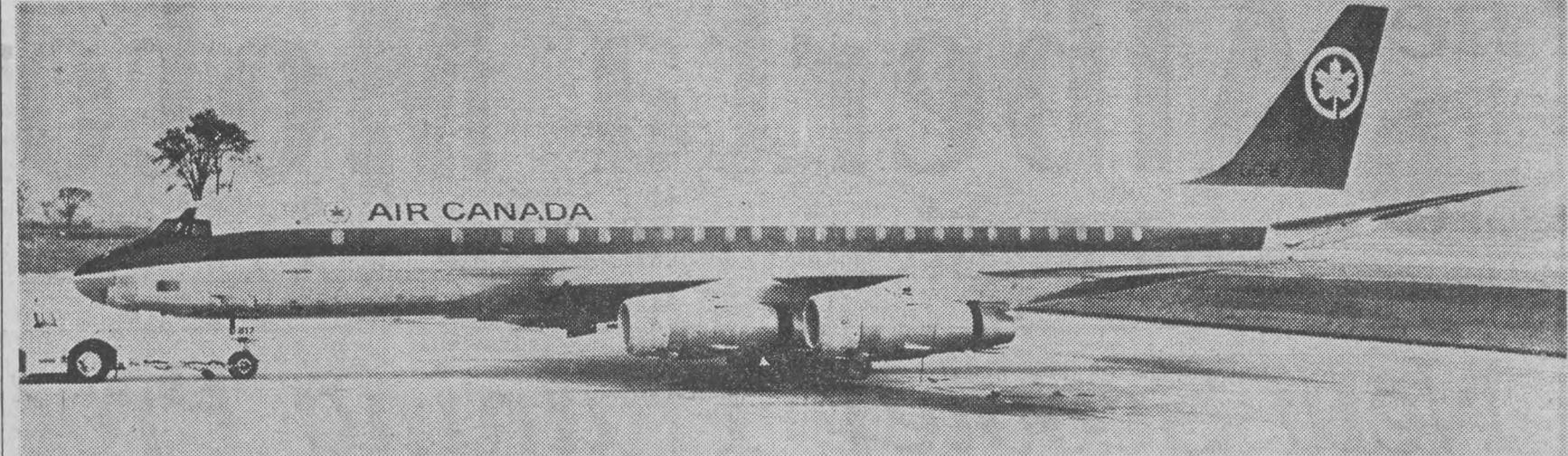
2. Fees imposed on vehicle registration and/or operator's permits.

3. Fees imposed on learner's licences.

4. Fees imposed on traffic offenders.

Right Turns on Red Lights — This is another issue which is certainly controversial but we feel that in the Province of Alberta we must have uniform traffic laws and as far as right turns on red lights are concerned, this procedure is being followed in most cities, except Edmonton, and we have asked that the Vehicle Highway Traffic Act be amended to provide for a right turn on a red light after a complete stop has been made.

Other resolutions we dealt with were — The increase in hit and run cases — Safety programme for rural intersections — Dividers on undivided highways — Littering of highways — Service facilities on Highway No. 2 — and we also concurred



Here is the big Air Canada DC-8 jet that is bringing Alberta and England closer together through the medium of the new "Western Arrow" non-stop flight schedules that went into effect late in May. Flying directly between Calgary and London and Edmonton and London, via the polar route, the huge jets have cut flying time between Alberta and the British capital to eight hours or less on a regular schedule basis and also provide faster than ever

flights from Vancouver to London. Because of the new "Western Arrow" service, more and more Albertans are expected to include the historic British Isles in their holiday plans this year. Provincial government officials at Alberta House, in London, are already geared to give service to a large influx of Alberta holiday-makers, particularly young people, who are expected to make use of the new Air Canada schedules this summer.

Appointed



DOUGLAS HOLLANDS

Mr. Harold Turnbull, Chairman of the Edmonton Branch is pleased to announce the appointment of Douglas Hollands as accountant in the Edmonton Branch. Mr. Hollands was born and educated in Edmonton and attended Eastglenn Composite High School. He attended the University of Alberta where he obtained his B. of Commerce Degree and prior to joining the A.M.A. was employed by the firm of Peat, Marwick, Mitchell and Co.

Voltages Vary On Board Ship

Electrical appliances such as razors and travel irons should not be plugged in until you have checked with the ship's steward. Voltages vary and you could wreck your appliance — or even the ship's electrical system. Most cruise ships have laundry and dry cleaning services, and some provide special pressing rooms for passengers who want to do their own touch-up job. Carrying an iron really isn't necessary since you can always call on your steward or stewardess to take care of any pressing.

with the government on Retention of posted speed limits.

I am sure that our members will agree that these matters are of prime importance to the motoring public as a whole and I think it points out again the work we in the Alberta Motor Association are doing in order that we may have safer and better highways on which to travel.

South Alberta School Buses Boast Great Safety Record

Figures released by Barton Watson, co-owner of Barton Motors, Picture Butte, show that the company's 27 school buses have now travelled 3,000,000 miles and carried 2,283,608 children without a single accident, according to a recent article in the Lethbridge Herald.

Barton Motors is the official Al-

berta Motor Association garage in Picture Butte.

This achievement has been accomplished during the 19 school terms in which Barton and Harry Watson have had these buses under contract. Children are carried to Diamond City, Shaughnessy, Picture Butte, Turin and Barrhill over 30 different routes.

Many of the drivers have over

10 years experience with some as high as 18 years as school bus operators.

"We attribute this commendable record to the ability and conscientiousness of our drivers who realize the value of the cargo which they transport daily and we feel it is one of the best school bus operators' records in the province," said Mr. Watson.

Servicing and maintenance also play a large part in bus safety, Mr. Watson stated, and this work is now being done at Barton Motors at Picture Butte or at the various terminals located in other central areas.

It seems that the Alberta Safety Council does not offer a safety award and neither does the British Columbia Safety Council. According to the March, 1966, issue of the Bus and Truck Transport publication, British Columbia applied to the Ontario Safety League in 1963 and won the Ontario award in 1963, 1964, 1965. The British Columbia record in 1965 was 195,604 accident-free miles, a fraction of the miles covered by the Watson operation in Picture Butte.

ing made up of patrols from Ontario interspersed with other bands, they marched for one and a half miles to the YM-YWCA area where the Clyde Bros. Circus was putting on a special performance for the patrols.

Another special performance was viewed by the Western groups at 2:00 p.m. Saturday. This was a band concert and the famous musical ride of the R.C.M.P. shown at the R.C.M.P. Training Depot, Rockcliffe. This spectacular performance was thoroughly enjoyed by all the members of the group and clicking cameras were seen in practically every hand.

Saturday evening the B.C. and Alberta group took in a movie in downtown Ottawa. The majority attended and enjoyed the moving story and music of "The Sound of Music." By the time they returned to their quarters, Alberta and B.C. were all that remained of the original group.

Sunday morning at 8:35 Ottawa was left behind for the homeward flight, and after five hours of flying a tired but happy group disembarked at the Calgary Municipal Airport.

The trip was a memorable one for all the participants and some very good friends were made. It is an excursion that all will remember with nostalgia and a feeling of accomplishment. It must be said that the boys and girls from Alberta behaved in a manner for which all Albertans can be proud. With character and spirit like theirs, we in Alberta have nothing to fear for the future.

Patrol Jamboree Memorable Event

Continued from Page One
of interesting objects were explored by everyone. Off again to the Parliament Bldgs. By this time the Alberta group required more film for their many cameras and a quick trip was made to a camera shop, and then a rush back to the Parliament Buildings where the group took pictures of the buildings, flowers, hundreds of milling school patrol members and of course the red coated mounted policemen.

Inside the Parliament Building they were shown the senate chamber where the speech from the throne is read by the Queen's representative, the Governor-General, and where the Queen has opened the Canadian Parliament. Due to a lack of time the only other portion of the building which was seen was the library.

Lunch time and 825 school patrol members and chaperones gathered at Lansdowne Park in the Pavilion where each received a cold plate lunch. At the head table

were many dignitaries who were interested in the school patrol movement. A excellent address was given by Marian Egan, a 12 year old Ottawa school patrol member, welcoming all the visiting school patrol members to Ottawa. Among the dignitaries who spoke to this large gathering were Col. J. G. McQueen, Sec.-Gen. of the C.A.A. and Mayor J. Reid of Ottawa. Ed Paul, Traffic and Safety Director of the C.A.A., was the master of ceremonies and introduced among the other dignitaries an outstanding school patrol member from Ancaster, Ontario.

This boy, Cameron Morrison while on duty as a school patrol member, observed a situation in which a man was being gassed by carbon monoxide poisoning. The man was unconscious by the time Cameron got to him and because of Cameron's quick actions in applying mouth to mouth resuscitation the man's life was

saved. No doubt under similar circumstances a good majority of our excellent members would have reacted in the same manner.

Following lunch, the tour continued along the Rideau Canal where the beautiful tulip beds nearly in full bloom were viewed. Included in the afternoon tour was a drive through the Dominion Experimental Farm, a drive through the grounds surrounding the residence of the Governor-General, a drive past many of the foreign embassies, a view of the oldest school in Ottawa, dating back to 1840, and a look at the Dominion Observatory from which our official time is taken. The grand finale was a tour of the National Air Museum situated at the Rockcliffe Air Base in one of the hangars. Many different aeroplanes were on view but the one which was found to be the most interesting was a World War II Lancaster bomber which had flown 72 missions in the European theatre.

After an excellent supper at the Butler Motel, the Alberta group went to downtown Ottawa shopping for souvenirs to be brought back to mothers, fathers and other relatives. This was done by dodging from one store to another in a drenching downpour. Wet and happy, all returned to the Butler Motel where a dance was being held for visiting patrols staying at that location. Lights out by 11:00 p.m., but bubbling excitement kept them awake for quite some time.

Saturday morning and time for the big parade. Approximately 4,500 school patrol members lined up in the park and on the street behind the Chateau Laurier for a march past the Parliament Buildings where the Hon. M. Sharp took the salute. With the Royal Canadian Navy band in the lead, followed by the Western provinces, B.C., Alberta, Saskatchewan and Manitoba, in that order, with the remainder of the parade be-

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Fred Horn	

Calgary, Alberta, June 1966

Please address editorial matter to the Alberta Motorist, c/o The Albertan, 830 - 10th Ave. S.W., Calgary, Alberta.

New Air Service

A new direct air service between Calgary and Edmonton in Alberta and the greatest city of Europe, London, England, opened during May and promises to become a major factor in the vacation plans of people on two continents.

Air Canada's new Western Arrow service, which also included a Vancouver to London non-stop schedule, will mean much to Western Canada.

It puts Calgary and Edmonton only eight hours from London by way of a polar route that follows the region north of Hudsons Bay, over the Greenland ice cap, across Iceland and then into London.

It will open the door, not only for many more vacationers from Alberta who want to see the British Isles, but to thousands of people from the United Kingdom and Ireland who are expected to look to the foothills province as a vacation site as result of the close proximity made possible by the high-speed jet service.

Inaugural flights, which brought many top newspaper, radio and TV men, as well as travel officials, from London to Canada, and which took many leaders from similar fields to London from the Western Canada cities, attracted major attention on both sides of the Atlantic. Early traffic volume already indicates that the new Air Canada service will be a major factor in increasing tourist traffic between the two continents this year — with an even bigger volume coming during Canada's centennial year of 1967.

The AMA was proud to be included in inaugural flight plans and as a result the AMA travel department is in a position to give special service to association members who see in the new service an opportunity to spend the maximum possible vacation time in the British Isles and other parts of Europe with a minimum time taken up by inter-continental travel.

Route Surveys Needed

Thorough survey of all markings of numbered routes leading into and through cities is being urged in many quarters.

Difficulty of following routes through cities because of inadequate or confusing markings is at the top of complaints about motoring conditions today.

Such a survey need be neither elaborate nor expensive. Instead of an expert or a team of consultants, all that's needed is a garden-type motorist from another area who will volunteer to follow the marked routes through our city.

The stranger can locate points of indecision and befuddlement much better than a technician who lives in the area and knows where he's going, regardless of route signs. After the trouble spots have been located, it will then be up to the experts to devise a solution.

Detours And Driving

With highway construction at peak level, it is more than ever necessary that contractors carry out their work with a minimum of inconvenience to the travelling public as well as to nearby property owners.

Greatest possible care in selecting detours and alternate routes during highway construction is urged by the Alberta Motor Association along with the importance of providing adequate and uniform warning signs and devices through areas of highway building.

Recently, in the United States, Federal Highway Administrator Rex M. Whitton urged highway contractors to observe on-site construction practices that will minimize any possible disruption to the public. He submitted a 34-point listing of proper construction practices which deserves careful consideration by all roadbuilders.

He advocated, among other things, safe and efficient detours with adequate traffic capacity, proper lighting and protection from construction hazards, advance notice of changes in detour locations and the like to the travelling public through press, radio and television.

Reflecting the new emphasis on beauty, Mr. Whitton urged selective tree removal so that as many trees as possible be left standing to enhance the appearance of the road. As to borrow pits — those huge, gaping holes from which earth has been removed for road building — he said that these should be screened and, when exhausted, should be converted to some useful purpose, recreation or otherwise. A number of these borrow pits have been made into lakes and ponds and stocked with fish, and are proving to be valuable additions to recreation resources.

Co-operation on the part of contractors will help greatly to reduce the inconvenience and confusion that highway construction too often causes.

Budget Your Mileage

Major mistake made by many families on motor vacation trips is to try to cover too many miles in one day's driving.

Fatigue is one of the great enemies of traffic study. One indication of this is the large number of single-vehicle accidents when the driver was alone and apparently fell asleep at the wheel and ran off the road.

The extent to which motorists push themselves beyond normal endurance was revealed in a special study made along U.S. Route 66. There interviews with drivers disclosed the startling fact that more than 30 per cent admitted they had spent 16 continuous hours behind the wheel.

Both enjoyment and safety are enhanced by budgeting the daily vacation mileage. By getting an early start in the morning and starting to seek overnight accommodations well before evening, the touring family can travel in relaxed fashion and will have a better choice of lodging.

Many Safety Factors

With all the current interest in building safer automobiles, efforts to improve other factors of traffic safety should not be diminished.

However foolproof and crashworthy we make the car, there remain problems presented by the driver, the pedestrian and the road.

A well-balanced program, with appropriate emphasis on each of the factors, is the answer. While supporting legislation for mandatory safety standards in car design, we must not neglect such proven accident-prevention weapons as driver education, pedestrian protection, better traffic engineering and safer roads, uniform traffic laws and selective enforcement.

Highway construction is an important safety factor, since it is estimated that the 41,000-mile United States interstate system when completed will save 8,000 lives a year. In addition, many highway departments are carrying forward a vigorous program to eliminate special hazard locations along existing highways, with many of the projects showing dramatic reduction in accidents. The Alberta Motor Association, through recent resolutions urging increased safety factors on provincial roads, is in the forefront of this activity.

THE LETTER BOX

NOT SURPRISED

Editor, The Alberta Motorist:

I was not a bit surprised to hear that the membership fees would go up, noting these facts: one, giving free service to people on Highway No. 2 south for fifty miles (Leduc - Lacombe) stretch to non-members as well as to members alike; second, supplying sand from an AMA sand box free to all. I on several occasions driving there and finding no sand because the box was open all through the night.

If the AMA thinks of increasing membership fee, do you have no regard for people who are pensioners or living on disability allowances and the like, who for years have been constant members. Many of us had restricted the services to a minimum and that has lessened the expenses. You quoted some person that went overboard in creating expenses is primarily your fault due to lack of checking up, as he possibly supplied services for his friends with his membership card.

I myself have used few services in all my 14 years, and that goes for my wife who is also a member used just few times and the winter when we did need services we couldn't get it as no help was available as it was tied up somewhere else. Another good evidence of people minimizing your service, which appeared in Feb. issue of The Alberta Motorist, who used three services in 10 years.

If you are trying to counterbalance the loss of your insurance with that of what you derive from membership fees, it's a poor excuse to raise fees. You should then begin to lose membership. A statement was made that fees have not been raised since 1926. Do you realize how many members you had then, and what you have now? And you didn't have as many associate members then as you have now and they don't demand services.

You should take stock of your offices, possibly overstaffed. That might help to cut down expenses.

Longtime member,
CHRIS J. SHERBANK,
Edmonton.

APPRECIATES SERVICE

AMA Edmonton:

Thanks for your letter of the 11th of May. This will express my sincere thanks for the efficient, and courteous way my recent insurance claim was taken care of.

Thanks and regards,
Yours truly,
George W. McLean
Edmonton.

APPRECIATE EFFORTS

Alberta Motor Association:

Thank you for the draft for \$25, my deductible share on the cost of the accident I was involved in.

I would like to thank Mr. W. J. S. Wilson personally for the very courteous attention given to my claim, and also for following through to settlement in my favor.

You will appreciate how a person such as myself, when involved in an accident, and knowing the other party is to blame, has the satisfaction in showing that your organization is prepared to follow through and obtain settlement.

Thank you once again for your work on my behalf.

Yours Sincerely,
Ronald A. Mossman,
Edmonton, Alta.

HAS COMPLAINT

Editor, The Alberta Motorist:

I received my Alberta Motorist paper today and I enjoy getting it.

I have been a member since 1949 and I see by your paper after 40 years they are raising the fees up to \$13.00 per year. Just how long do you figure we can all stay with the A.M.A.? If you have got along the last 40 years what is it going to be in the next 40 years.

My car insurance has jumped

20 dollars, my boat insurance has jumped \$10. Now they talk about making these new cars they are going to cost the working men another \$120.00. If you go into a cafe to eat it costs you another \$2. The grocer has put up his prices. No one says anything just goes ahead and pays it.

But let the railway clerks and workers ask for a raise and its all over the papers and on the radio. How do you think we are going to keep up the pace? It used to be when you drove your car, looked after it and had no accidents your insurance was cheaper, but no more.

If all this keeps up I'll sell my car and take up the good old bike and ride the trains.

A worker today to live right and pay all these insurances and raise his family should be all making over \$500 per month, but are they? The Alberta drivers are the worst on the highways, and the best courteous drivers are across the line and the B.C. drivers, will stop and help you any time but the Alberta ones will go right on past you.

I see it here every summer. The tourists they back out in front of you turn around in the middle of the street but let us try it and we get a ticket. I wonder if they do it at home.

The only way they will ever stop accidents is build a highway with no meets and same returning then you would have to build a car that in case of an accident you pull a cord like a jet and shoot out and land 40 feet from your car.

I could suggest lots of things but it would do no good.

Yours Truly
R. M. Stappard,
Jasper Park, Alberta.

♦ ♦ ♦

ASSURANCE APPRECIATED

Editor, Alberta Motorist:

Many thanks for the assurance in the May issue that the Alberta Motor Association is, in fact, supporting the move for safer cars. Shortly before this I noted in the press that the American Automobile Association was strongly supporting the move for safer cars.

What bothered me was that until your May issue I had seen no evidence of such support from the Alberta Motor Association. It is reassuring to know that I was wrong in my inference. I would appreciate it if you would include this letter in the next issue. My point is, when you support the move for safer cars why not let the members know?

Sincerely yours,
GEO. HOPPING,
Calgary.

Major Breakdown Gets Quick Help

If you're having a car breakdown in Europe, make it a big one.

The Alliance Internationale de Tourisme, a federation of motor clubs throughout the world, notes that the motorist with a minor mechanical problem may have to wait a long time for roadside help, while a major mishap brings a more immediate response.

In a report to the world motorists, A.I.T. said:

"By definition any person who travels on his own, using his own vehicle, must accept the risks which are inherent in this mode of travel. He may be involved in a car accident, or his car may break down.

"If his trip is thus interrupted, he must find some help. This assistance is better organized in the case of a serious accident or mechanical failure than for minor mishaps."

First Aid Will Contribute To a Happier Vacation

You'll feel more assured — and perhaps return from your vacation in better shape—if you learn these principles of first aid before leaving.

WOUNDS

Scrapes and minor cuts should be carefully cleaned of every bit of foreign matter, or infection may result. If the wound isn't deep, the foreign material often can be washed away with soap and water. But if you can't cleanse the wound, get medical aid. Once the wound is cleansed, it should be coated with an antibiotic preparation that is harmless to human tissue, then covered with a sterile bandage. Mycitrin, which contains three antibiotics, is recommended by many family doctors. Children like it because it is painless — and mothers appreciate the fact that it is stainless and has no odor.

Deep cuts and punctures definitely require medical attention to be sure the wound is properly cleansed. Unless a blood vessel has been cut, you can stop the bleeding by pressing a wad of sterile gauze on the wound. If this direct pressure doesn't stop the bleeding, apply a tourniquet until medical aid is available.

MOTION SICKNESS

Many people, especially children, are susceptible to motion sickness — the feeling of nausea you get if jostled about too much in a vehicle or on a boat. The more you can reduce the jostling, the less likely you are to become ill. A soft seat, for example, is better than a hard one. In a car, try to avoid bumpy roads and sudden starts and stops.

Fresh air helps a lot. So does fixing your eyes firmly on a given spot, perhaps the road or the land on the shore. Overindulgence in alcohol makes motion sickness more likely. As for food, the best idea is to have a light meal two or three hours before leaving.

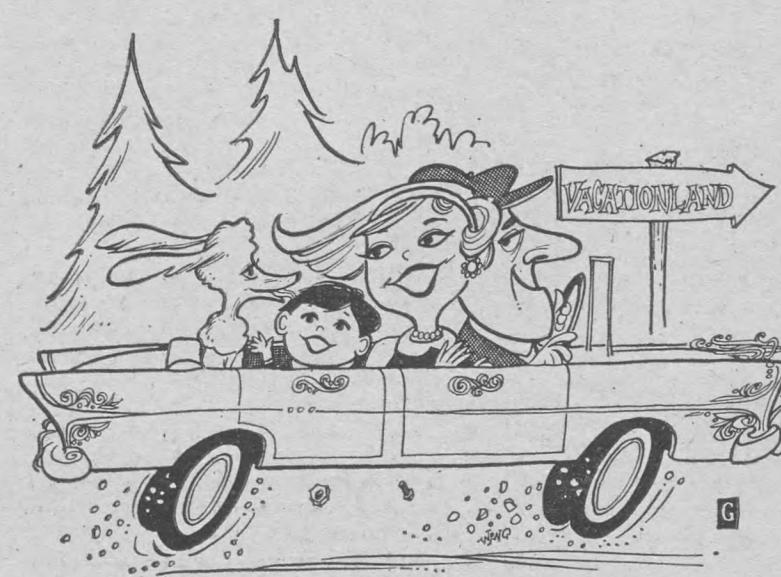
Effective remedies for motion sickness are available from your local pharmacist; get your doctor's advice as to the remedy he recommends.

POISON IVY, OAK AND SUMAC

Everyone should learn to recognize poison ivy, oak and sumac, and remember that "natural" immunity often disappears. Immediately after contact the skin should be scrubbed thoroughly with a strong soap, allowing the soap to remain on the skin for several minutes after the cleansing. Once the skin is irritated by poisonous plants, avoid water, oily ointments or alcoholic solutions. Ask your druggist to recommend a medication to soothe poison ivy eruptions. If it's a severe case, do consult a physician. There are a number of steroid drugs such as Medrol available on prescription to alleviate symptoms.

STOMACH TREATMENT

When you go on your vacation, your diet changes, and the water you drink is different . . . meal



Make your vacation this year a pleasure instead of a pain by being prepared to handle any minor emergencies before you start out. Drawing courtesy of The Upjohn Company.

schedules are erratic . . . you're excited by the change of scene and setting out for new adventures. All this can cause stomach or intestinal irritation and its most common symptom, diarrhea.

Kaopectate is the standard remedy. But if the symptoms are persistent or unusually severe, food poisoning may be the cause and you should call a doctor immediately. You can help yourself and family avoid this more serious upset in travel plans by shunning roadside stands and foods most prone to spoilage (hamburgers, whipped cream, custard).

HEAT AND SUN INJURIES

Severe sunburn should be treated with an effective antiseptic such as Mycitrin, like any other burn. Suntan lotion is good before exposure to the sun, but does little good afterwards. Aspirin will relieve the general discomfort, and the patient should drink plenty of water.

Heat cramps result when the body loses too much salt through perspiration. Treatment: coated salt tablets. If salt tablets are not available, a teaspoon of salt in a pint of water will do the trick.

Heat exhaustion is characterized by a cold and clammy skin, weak pulse and shallow breathing. The onset is marked by dizziness, a feeling of fatigue, sometimes even unconsciousness. Treatments: Remove the patient to a cool place, place him prone with his feet raised, and loosen his clothing. Fan him and lay cool, wet cloths on his forehead and wrists. Upon recovery, give him cool, sweetened drinks—preferably coffee or tea.

Sunstroke is far more serious than heat exhaustion, and medical aid should be sought immediately. The skin becomes dry and very hot, and the patient's temperature may rise to 106 degrees or more. Treatment: Place the patient in a

tub of cold water—with cracked ice, if possible. When his temperature goes down to near normal, remove him from the tub and wrap him in sheets soaked in cold water. Fan him. If his temperature rises again, put him back in the tub.

Follow these first aid rules, and You'll be on your way to a vacation that's a gain, not a pain (that is, if it doesn't rain).

Family Camping Group Offer Fun, Fellowship

Would you enjoy camping occasionally with a group? Do you like to share your experiences and knowledge with your fellow campers? Do you feel that you would like to join with other family campers in protecting your camping interests?

The Canadian Family Camping Association, formed in October of 1965 by a group of family campers, is a non-profit, voluntary organization. CFCA is dedicated to meeting the specific needs of family camping in Canada.

Camping clubs throughout Canada form the structure of CFCA and provide opportunities for fun and fellowship through camping.

You may learn more about CFCA and its newly formed clubs in Canada and Alberta by contacting Mr. and Mrs. Hugh Millner,

CFCA National Membership Secretary at P.O. Box 124, Postal Stn. T, Toronto 19, Ont. or Mr. and Mrs. L. C. Barrett, Chairman, Edmonton Kamparoos, 12707 90 St. Edmonton 1, Alberta.



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Motorists are a parsimonious lot, and will avoid high gasoline taxes wherever they go.

This was indicated in a report to the Alliance Internationale de Tourisme (AIT), an international federation of motor clubs at Washington, D.C.

The AIT states a basic fact: "In the first place, the motorist needs fuel."

Then, the report goes on:

"In some countries, the price is quite high, because the product is heavily taxed. Motorists will probably not avoid these regions because of the prohibitive price of gasoline, but they will definitely tend to buy the strict minimum

PICK AUTOS

About 82 per cent of the millions of workers commuting daily to work in the United States use an automobile to get there, according to the American Automobile Association.



The old West, as seen from two different points of view, will live again in Alberta during July and will attract thousands of vacationers, not only from residents of Alberta, but from other provinces and countries as well. Focal point for many who will drive to Calgary and Edmonton by automobile are the Calgary Stampede, July 11-16, at which the traditions of the Western cattle industry are perpetuated, and Edmonton's Klondike Days, July 18-23, when Alberta's capital takes on all the aspects of the days of '98 when miners poured into the Klondike in search of placer gold. At left, chuckwagons roar down the track in the sensational wagon races that are daily highlights of Calgary's Stampede while at right Klondike Kate and two well-dressed Klondikers parade before the caricature of an old-time miner at Edmonton's Klondike Days.

Calgary and Edmonton Present Major July Tourist Features

Two of the world's greatest tourist attractions, Calgary's famous Stampede and Edmonton's Klondike Days, will attract thousands of motorists to the two major Alberta cities during July — and in addition will bring more thousands of motorists into the province from other points.

The Stampede runs from July 11 to 16, Klondike Days the following week from July 18 to 23. During both weeks the Alberta Motor Association, not only in both cities but in all other branches in the province as well, expects to have one of its busiest periods of the year.

At Edmonton, gold is what started all the excitement of '98, so there had to be gold in the present day celebrations. Suddenly Edmonton had a mountain — a staggering 42-foot high pinnacle — complete with a mine and placer facilities. The Chilakoot Mine is salted with thousands of dollars of real gold nuggets (ranging in value from fifteen to fifty cents). Visitors are thrilled by the experience of staking a claim along the meandering stream which runs through the mine, finding the little nodules of precious ore, and trekking to the "Government" Assay Office to determine the value of the strike. It may be converted into currency or kept as a souvenir, along with the elegant "Miner's Certificate" presented to every person who pans for gold.

At the Exhibition Grounds, Klondike Mike presides over the main gate. He is a caricature of a '98er — 36 feet tall and weighing over two tons. In one hand Mike clasps a large nugget, and in the other he holds aloft a miner's pick. Smaller replicas are found at various places throughout the city, and

tiny ones are obtainable as souvenirs.

The whole city enters into the spirit of the Klondike theme, and the centre of activities is the Exhibition Grounds. There is something for everyone — machinery, handcraft and art displays — and many things to see and buy in the air-conditioned comfort of the Sportex Building. The "sport of kings" is enjoyed by thousands, as eight races are run daily at the excellent Northlands Park. The huge midway attracts and entertains thousands of children, teenagers and adults.

Costumes of the times — the straw "boaters", fantastically colored vests, morning coats, and handle-bar moustaches, beards of every size, shape and type are sported by the male population. The ladies are decked out in hoop skirts, leg-o'-mutton sleeves, blouses and gorgeously decorated hats.

The honky-tonk pianos of the dance halls, and "saloons", resound throughout the festivities. Klondike Kate reigns supreme. Guarded by her gallant Klondike Posse (of thoroughbred palominos), she attends all main functions including the grandstand performances and many of the downtown street activities.

In Calgary, during the previous week, the high spirits and fun are the same — but the setting is different. Here the cowboy reigns supreme and Calgarians, the first to turn the clock backwards so completely in a modern and bustling city, don the wide hats and picturesque cattle country dress that are traditional in the western range country.

The world's greatest cowboys, drawn not only from Western Canada's rangelands but from all the

cattle states of the U.S., fight for the biggest purses offered by any six-day rodeo in the world. Four horse teams fight it out daily in the chuckwagon races that have made Calgary famous. A full-scale race meet (which opens July 7), the famous Royal American Midway, a special salute to the Alberta oil industry with a huge oil well going into operation on the grounds, industrial and agricultural exhibitions — they are all part and parcel of the Greatest Outdoor Show on Earth.

In addition, there is a continuing program of fun and special Indian and cowboys parades that spills over from the exhibition grounds into the busy business centre of the city where traffic on the main street comes to a halt each morning as chuckwagons and square dancers take over the streets. At Calgary's Stampede or Edmonton's Klondike Days, or both, Albertans and their guests get into the swim of two of the most spectacular shows on earth.

14-Year-Old Wins

Fourteen-year-old Melba Gasque, of Cleveland, Ohio, has been named the Grand Award winner in the AAA's 1966 National School Traffic Safety Poster Contest.

Melba's prize-winning entry on the safety theme, "Play Away From Traffic," was chosen from 17,000 posters submitted by students of 3,500 schools in 34 states and Canada. She receives a \$500 U.S. Savings Bond, plus \$100 in cash for winning first place in her slogan category. Her winning poster and nine other entries will be reproduced by the AAA for distribution and display in thousands of classrooms throughout the continent.

Changes Will be Made For Sake of Conformity

"Plus ca change, plus ca meme chose."

That old French aphorism — "The more things change, the more they are the same" — is, with increasing frequency, spelling good news for the world traveler.

Things are changing the world over for the sake of conformity.

A case in point is the recent English decision to switch to a decimal system of money, after 115 years of wrangling about it. Australia made such a change in February, and the Bahamas made the shift on May 25.

Another case in point will occur next year, when Sweden changes from driving on the left side of the road to driving on the right. And the United States is giving increasingly serious attention to the possibility of switching to the Metric System of weights and measures. Japan went to the Metric System in April.

The shift to the decimal system of coinage in England won't come for five years — such switchovers are tedious and costly — but when it finally arrives it will mean good news for the traveler. Anyone who has struggled with the problem of converting pounds into shillings and shillings into pence, or a combination of the three into dollars, will know whereof we speak.

England will keep the pound, but will split it into 100 cents. Currently the pound (valued about \$3.00 in Canada) is made up of 20 shillings and the shilling equals 12 pence.

Thus the pence, which is often confused with the cent by the Canadian tourist, is actually 1/240th of a pound, or about 1.2 cents. Under the decimal system, the new cent would be worth about 2.8 cents.

A hundred pennies to the pound would make shopping and book-

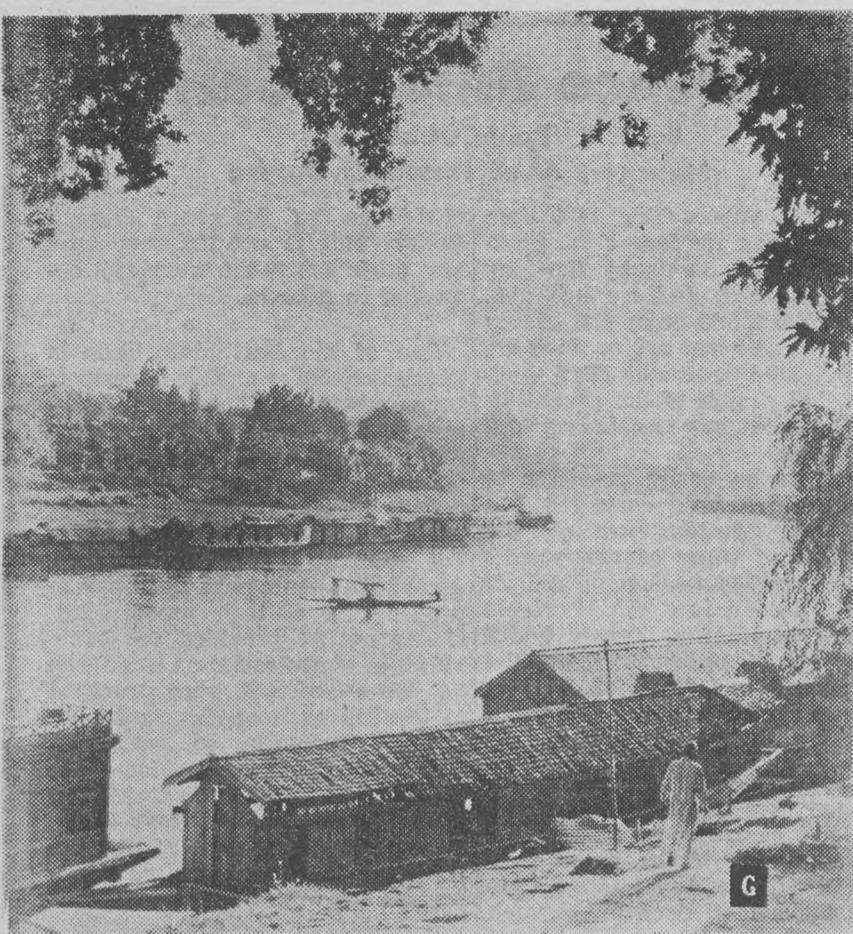
keeping easier for the Canadian tourist, as well as for most other peoples of the earth who use the decimal system in their own coinage. England probably will issue coins in half-cent, 1-cent, 2-cent, 10-cent, and 20-cent denominations. Later on a 50-cent piece (worth \$1.40) may be issued to replace the current half-pound note.

As is the case with Australia and the Bahamas, the old coins probably will remain legal tender for a transition period of a year or two after the effective date of the changeover.

There will be no double standard in Sweden, however, in connection with the change from left to right side driving. At a given time, everybody in the country must change. This is why Sweden has decreed a day in September, 1967, as an "autoless" day, when all cars except taxicabs and emergency vehicles will be ruled off the road for 24 hours, while the change is made.

Another thought toward standardizing world interchanges is the talk of the United States switching from the English System of weights and measures to the Metric System. This would change yards and inches to meters and centimeters, and such things as pounds to kilograms. It would help the international traveler understand, for example, why his overseas luggage limit on the airlines is 66 pounds first class and 44 pounds tourist class, instead of nice round figures. This is because the international agreement covering baggage is based on kilograms, and allows 30 kilograms first class and 20 kilograms tourist class. A kilogram equals 2.2 pounds.

Japan, which adopted the Metric System April 1, had been using a system of measures very similar to the English System.



The houseboats and flowerboats are spruced up, and everyone is ready to welcome tourists from the four corners of the world in India's "paradise on earth" — Kashmir! You can rent a houseboat in Kashmir, complete with staff of four, for as little as \$50 a week.

Vacation in Paradise — And Price is Right

Now's the time of year when you're probably thinking about your annual vacation and where you'd most enjoy spending it.

Before you settle for some place where high prices and blaring jukeboxes are hot on the heels of flocks of tourists, give a thought to one of the world's "undiscovered" attractions: the houseboats and flowerboats are spruced up, and everyone is ready to welcome visitors from the four corners of the world in India's "paradise on earth" — Kashmir! — a two hour flight from Delhi, India's capital.

For less than \$100 per week, you can summer in this idyllic spot which exotically blends the charms of Venice and Switzerland with those of the East.

Houseboats moored on Kashmir's Dal, Jhelum and Nagin Lakes, can be rented for as little as \$50 a week. At first glance, they look a little like Mississippi wheelers, but there the similarity ends. Some of them have not one, but two livingrooms, two to three bedrooms with connecting baths, and flowered terraces for sunbathing and entertaining. Your rental includes the houseboat, its furnishings, and the services of a staff of four, one of them a cook in his own kitchenboat!

There's nothing to do except

enjoy yourself in Kashmir. Just settle back and let the scenery and your surroundings weave their spell, as they have since the days of the Great Moguls in the 16th century.

When you leave your houseboat on the lake, and board a shikara (little boat), you can go to the mainland to marvel at the famous "Garden of Love," whose beautiful marble pavilions, terraces and fountains have survived over four centuries. Or stop to stroll through the avenues of cascades of the "Garden of Pleasure," or to see the "Garden of the Morning Breeze," which is the oldest of those in Kashmir.

If you want a change, you can take excursions into this Himalayan area, which is dotted with lakes — some of them afloat with lotus blossoms, others still and crystal clear.

On Gulmarg, a nearby mountain, you can play golf on a course which is 8,500 feet high. Or you might want to go on a shikar (hunt) and try your hand at shooting snow leopard, tiger, Kashmir stag and a host of other animals.

The city of Srinagar near Dal Lake, where many of the houseboats are moored, is a must on the itinerary of travellers to this area. One of the most unique sights here are the houses with their gay flowering rooftops.

The bazaar of Srinagar is somewhat akin to a Hollywood epic showing scenes of the East. Men in fur caps and women in tent-like robes bargain endlessly under awnings which cover the stalls. Horse-drawn tongas (carriages) clip by, and old men in turbans survey the scene as they draw thoughtfully on their hookahs (pipes). The stalls in the bazaar display a magnificent assortment of wares — carved woodwork, hand-painted papier mache items, shawls, carpets and semi-precious stones.

Kashmir has other beauties too. The air is soft and soothing, the valleys are rich, the pastures green. A doctor might bottle this atmospheric and scenic "tonic" for the world weary, if it only could be bottled. But the charms of Kashmir can't be packaged. It may be easier and less expensive than you've realized, though, to go there and enjoy them for yourself!

European Maps Available at AMA

Will you be able to get free road maps overseas, like you can from the AMA and gasoline stations here at home?

The AMA can provide you with fine road maps of Europe for an overseas trip. It also has available an excellent atlas of Europe. Being a member of AMA will entitle you to many services through the Auto Clubs in Europe, one of which, in many cases, is maps.

In Europe, gasoline stations can supply maps, but usually make a nominal charge. Normally, such maps have all details in the language of the country in which they are obtained, so it is better to pick up maps before your departure. This also gives you an opportunity to study your itinerary in advance.

It's a Drive-in World For the Modern Motorist

Drive-in trash cans are the latest convenience for motorists. Perhaps "can" is too demeaning a word for the elaborate litter receptacles set up at various spots in Texas. The receptacles are large (naturally) Texas - shaped containers with an opening at car-window height to make it convenient for motorists to stop, deposit their litter, and be on their way again in a hurry.

It's become a drive-in world. It all started with the drive-in hotdog stand. These little roadside places sprang up practically overnight along fast-growing highway networks. At the same time, wayside markets began to offer the produce of the countryside to touring motorists.

These were the predecessors of the roadside restaurant where the motorist can now enjoy anything from a hotdog to a full-course meal served on a tray buttressed to the side of his car. Many drive-ins today have canopies which shade and shelter cars from sun and weather, electronic ordering systems, and soft background music.

Motion picture exhibitors were quick to see the opportunity for drive-in business. Many a once-peaceful cornfield is now the mecca for hundreds of movie patrons who watch the film as they smoke, munch popcorn and pizzas — and perhaps even snore — in the

comfort and privacy of their own cars.

One might think such a conservative institution as a bank would shy away from the drive-in craze. But banks saw there was money in the drive-in business.

They began to provide driveways alongside their buildings so motorists could cash checks or make deposits without getting out of their cars.

The most complete drive-in service is offered by some of the new motels and motor inns, which include drive-in registration and bicycle bell-hops. It also has hit the in-city hotel. At the new San Francisco Hilton many guests can drive right to their doors, up as high as the fifth floor, right inside the building!

Perhaps the most startling development is the drive-in church. In some warmer sections of the United States, churches have established a "park and worship" service for motorists en route to the beach or golf course. Envelopes are distributed so the worshippers may give to their own church.

Drive-in markets are another recent development. The shopper, with a large basket attached to her car, drives through the wide lanes of merchandise. Walking attendants place in the basket each item ordered.

The drive-car wash is a standard business in most areas. Also standard in many cities is the curb-side letter box where motorists can drop in their mail without getting out of the automobile.

But the drive-in craze at times approaches the ridiculous.

In Ontario, there's a drive-in barbershop, with the barber working from the back seat.

And in Lovelady, Texas, a justice of the peace will perform a marriage ceremony sitting in your car.

Perhaps some day it will be carried to the point of the drive-in traffic court.



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Record for Crowded Highways Is Held by United Kingdom

Next time you take to the road in the family buggy, try to remember that traffic conditions could be worse. The United Kingdom — not Canada or the United States — holds the unenviable record for crowded highways with 11,384,000 vehicles and only 212,275 miles of road.

Even the Japanese can't duplicate the United Kingdom record, but they do claim sole possession of the world's worst traffic jam — Tokyo. Los Angeles' Hollywood Harbor Freeway leads the field in traffic density. Every day more than 219,000 cars — stretching end-to-end more than 500 miles — take to the 22.6-mile-long freeway, according to traffic researchers at Allied Chemical Corporation.

While freeways, with their enormous volume of traffic, are the spectacles of highway engineering, other roads around the world have gained fame for different reasons.

The Via Appia, begun in 312 B.C. to connect Rome with Brindisi, is still traversed by admiring visitors to the Eternal City. But this is just one of the ancient roads still in use today, for Ro-

mans were among history's best "constructioneers." After 1800, many Roman thoroughfares were reconstructed with modern surfacing.

Speeding chariots once raised quite a cloud of dust on these roads, creating a problem similar to that in the United States. Even today, approximately two-thirds of this nation's roads are unpaved and it possesses the greatest length of roadways in the world. But modern highway engineers have found a way to keep the dust down on the worst of unpaved roads. Solvay calcium chloride draws moisture from the atmosphere and keeps road surfaces damp and compact. The chemical helps make rural driving safer by settling dangerous clouds of dust that might otherwise reduce visibility. It also helps keep the road from eroding into a washboard horror.

"I can't see it for dust" will never be the complaint of drivers approaching the ultra-modern Monumental Axis in Brazil's new capital city, Brasilia. It would be hard to miss this mile-and-a-half-long, six-lane boulevard, which qualifies as one of the world's widest streets.

"High, wide and handsome" applies with even greater force to two record-holding U.S. highways: one in Dallas, Texas, and the other a 20-mile stretch of Chicago's Dan Ryan expressway. They are the widest highways anywhere, with 16 lanes apiece.

What's the highest road in the world? The all-time winner is probably the mountain pass known as the Bodpo La in Western Tibet, with an altitude of 19,412 feet. A trade caravan traversed it in 1929; since then, there has been an understandable shortage of traffic. But the Bogo La, only slightly less dizzying at 19,220 feet above sea level, is still used by Tibetans and Nepalese for a brisk barter trade in salt and rice. No Solvay calcium chloride is swapped back and forth, but the natives don't have to worry about the dusty road being made even dustier by trucks and automobiles. No vehicles travel this narrow pass — the only commercial carriers are yaks.

If this strikes you as too primitive, would you prefer a drive along the 733-mile-long S.W. Sinkiang-Tibet road? Or, would you consider it the height of folly to travel a road that rises some 18,420 feet above sea level?

While some people build passes to go over mountains, or take the long way around them, others choose to go through them. The world's longest road tunnel extends for 7.2 miles under Mont Blanc and crosses national boundary lines, linking Chamonix, France, with Courmayeur in Italy's Valle d'Aosta.

If that seems like a dry statistic, ponder this one: the Kanmon Tunnel, completed in 1958 and extending 6.01 miles from Shimonsenki, Honshu, to Kyushu, Japan, is the world's longest underwater road tunnel.

Which all goes to show that if you're determined to stay on the beaten path, there are an awful lot of ways to do it.

Automobile riding for sightseeing and relaxation is the number-one outdoor recreation activity of North Americans. A survey by the Outdoor Recreation Resources Review Commission showed that 47 per cent of the families said they went often on pleasure rides; other favorite outdoor pastimes were found to be picnicking, swimming, fishing and boating in that order.

Despite the large number of passenger cars sold in recent years, the average age of the cars in operation is about six years, showing very little change over the past ten years. High point of decrepitude was reached in 1946 when the average passenger car, after stoppage of production during the war, was nine years.

As part of a National Courtesy Campaign designed for foreign tourists, the French have told their police, "A warning given with a smile, and information offered with courtesy will do more for the reputation of the French police than any amount of propaganda."

Albert Says

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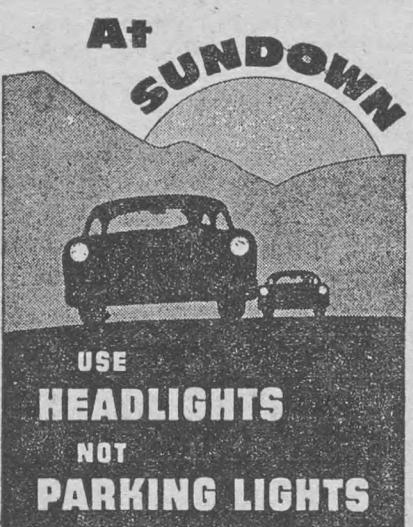
A restaurant called Goldfinger Steak House has opened in Johannesburg, South Africa. Highlight of the decor is a cagelike structure containing a slowly revolving mannequin modeled after the James Bond gilded girl.

Motorists should allow a driver towing a trailer plenty of elbow room as he is handicapped by greater stopping distances. Motorists also should remember that it takes greater clearance ahead to pass a car and trailer than it does just another automobile.

Customs officials in Sweden use the honor system. Travellers decide for themselves whether they have anything to declare. If they don't, they go through a green door where there is no customs agent. If they do, they pick a red door, where customs inspectors are stationed.

Each morning when on a vacation journey, the driver should carefully study a map of his route for the day. Being able to anticipate a change in direction in advance can eliminate hazardous last-minute stopping or turning.

Parking at the side of the road at night always is a dangerous practice. If you must pull off the road in an emergency, make certain you are completely off the highway. Leave your car lights on and use flares to warn oncoming traffic of your presence.



Insurance Bureau Corner

By T. R. (Bob) COLLINGS
Manager, AMA Insurance Bureau

It's fast approaching that time of year when we forget the problems imposed on us by the long winter months, and we are able to break out and enjoy the beauty of nature. We are apt to think we are weighted down with life's problems, but a visit to the great out-of-doors certainly minimizes our difficulties.

Life can so easily gravitate to a sort of treadmill existence, but here we Albertans are on the threshold of some of the world's most magnificent country, and all that is needed is a set of wheels to help us enjoy it. People travel thousands of miles to share the grandeur of the Canadian Rockies and yet we are within a few hours' drive of this majestic beauty.

Those of us who are closely associated with the Insurance Industry, have of recent weeks been reminded again of the opportunity that is ours to do something beyond the call of duty for our fellow-members. Your Insurance Bureau is only a Trustee of the funds contributed by those members who have invested their premiums in order that when disaster strikes, protection will be available. At no time is this more important than during the summer season, when we are travelling with our families, the generation of tomorrow.

We don't for a moment predict any mishaps for our readers, but we want each of you to be adequately protected in that unpredictable hour of need. Insurance seems so unimportant until we are looking back after an accident. Never are our members so pleased that they carry Medical Expense under Section "B" of their automobile insurance policy, as when they have suffered an injury in an automobile. Why not check your policy right now for this inexpensive but most valuable coverage. The A.M.A. is unique in that it does not permit a payment from the Personal Accident Benefit, which is part of Membership, to preclude a payment under the Medical Expense that may be in-

cluded in an Insurance Bureau Policy. This is not the case with any other Insurance Company operating in Alberta.

One of the best protections in which any of us may invest, is preparedness. Before we commence our travels, let us each make sure that our car is in top operating condition. There is no excuse for starting on a journey, when the odds of arriving safely are slim. It has often been suggested that those who do not take proper care of their automobiles, should not be provided the same measure of protection as those who do. We do wish it were practical to identify such applicants for insurance properly, so we could either insist that their automobiles be brought up to proper standards, or that they arrange their insurance protection elsewhere. We are reluctant to see the cost of insurance to the owner who takes pride in his car, prejudiced by others who may not assume the proper responsibility for his car's condition. The Insurance Bureau does all it can to properly control this, by requiring a Check Chart on the vehicle at time of application, and also a Garage Inspection by a licensed mechanic on any vehicle of such vintage or condition that may suggest its necessity.

Although you probably are well-protected by an insurance policy with a responsible insurance company, let me suggest that you do what you can to reducing insurance costs, as well as guarding the safety of your family and friends, by making certain that your car is in sound condition. Have your local mechanic take a close look at points of wear when he is lubricating your car. This will give you an above-average chance of surviving these delightful summer months.

CANINE DUCATS

Season tickets for dogs are being offered for the city streetcar system of Berne, Switzerland.

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Passports at Reduced Rates

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\$1.80

(children under 12 years 1/2 the price)

Alberta Motor Association offices are now taking orders for passports to EXPO '67 at the above prices. These prices are good only until July 31, 1966, and members are urged to let their nearest office know how many tickets they may require, to benefit from the reduced rates.

CALGARY

A.M.A. Building
905 11th Ave. S.W.
Phone 244-9731

LETHBRIDGE

A.M.A. Building
901 - 3rd Ave. S.
Phone 328-1771

CAMROSE

A.M.A. Building
4811 - 50th St.
Phone 672-2901

MEDICINE HAT

A.M.A. Building
414 - 6th Ave. S.E.
Phone 527-1166

RED DEER

A.M.A. Building
5913 Gaetz Ave.
Phone 346-3306

EDMONTON

A.M.A. Building
109th St. and
Kingsway Ave.
Phone 479-4241

GRANDE PRAIRIE

A.M.A. Building
10828 - 100th St.
Phone 532-2998

LLOYDMINSTER

Radio Television
Bldg.
5036 - 50th St.
Phone 4188

(detach and return)

I am interested in the following passport tickets for EXPO '67 and I have enclosed \$ _____ covering the number of tickets required.

No. of
Adult Passports

No. of
Children Passports

SEASON PASSPORTS

7-DAY PASSPORTS

DAILY PASSPORTS

Member's Name _____

(address)
M'Ship No. _____